

The Hongkong Telegraph.

(ESTABLISHED 1861)

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THURSDAY, OCTOBER 9, 1919.

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REUTER'S TELEGRAMS.

FIGHTING THE BOLSHEVIKS.

IMPORTANT RAILWAY LINE CUT.

Stockholm, October 7.
Reports from Revel show that General Bodriano's offensive against the Bolsheviks promises satisfactorily. The railway line from Pakoff to Petrograd has been cut, forcing the Bolsheviks to a difficult retirement by road.

FIELD MARSHAL ALLENBY.

MADE A FREEMAN OF LONDON.

London, October 7.
A most distinguished gathering took place at the Guildhall on the occasion of the conferment of the Freedom of the City of London on Field Marshal Allenby, who was accompanied by his wife. The company included the Emir of Feisul, Field Marshal Haig, the Premier, Mr. Bonar Law and other members of the Cabinet, leading Generals, the Archbishop of Canterbury, Cardinal Bourne and the Chief Rabbi. After the time-honoured ceremony, the customary lunch was held at the Mansion House. Mr. Lloyd George was given an ovation en route.

THE RAILWAY SITUATION AT HOME.

RESUMPTION OF WORK DELAYED.

London, October 7.
The Ministry of Transport stated last evening that there has been a little difficulty at some places in the country, because all the men were not taken on immediately. The dislocation of traffic made it impossible for everyone to resume immediately, but it is hoped that everything will be normal to-day.

FORTHCOMING FRENCH ELECTIONS.

A CHANGE IN VOTING CONDITIONS.

Paris, October 7.
Never since the fall of the Empire have the Parliamentary elections caused such speculation. This is due to the fact that voting will be by Departments instead of by Districts. Eighty-seven Electoral Departments replace 600 Districts. Hence an elector, instead of voting for a single Deputy, will vote for as many as are allocated to his Department. The largest Department is that of Seine, which includes Paris, returning 54 Deputies. Up to the present the Royalists and Socialists have not participated in the general re-grouping of parties which is proceeding in consequence of the altered conditions, but it is expected that the Socialists in several Departments will group with the Radicals. The date of the elections will probably be in November.

THE PEACE TREATY.

RATIFICATION BY ITALY.

Paris, October 7.
A Decree has been signed by the King of Italy ratifying the Peace Treaties with Germany and Austria. Thus two of the principal Allies have signed the Treaty and it is anticipated that French ratification will take place this week, making the third signature, after which the Treaty of Versailles comes into force.

FRENCH RAILWAYMEN'S DEMANDS.

Paris, October 7.
Without consulting the Railwaymen's Federation, the Paris State railwaymen have asked all other railwaymen in France to take an urgent decision with regard to the proposed demand of a new 100 per cent rise in wages, plus the present bonuses, with a minimum wage of 800 francs per month.

ROMANIAN TROOPS LEAVE HUNGARY.

BRITISH FORCES AT BUDAPEST.

Berlin, October 7.
A message from Vienna says the withdrawal of Romanian troops has begun. Hungarian troops have replaced the Romanians at Rab, Westspem and Stuhleisberg. Eighteen hundred British troops have arrived at Budapest and 2,000 Italians are expected. Both are destined for policing work, after the departure of the Romanians.

THE AMERICAN STEEL STRIKE.

Chicago, October 7.
Following a parade by two thousand striking steel-workers at Gary, Indiana, martial law has been declared there and at East Chicago, Indiana. A thousand Federal troops have been stationed at Gary, owing to the inability of the State Militia to handle the situation.

PRESIDENT WILSON.

Washington, October 7.
Last night's bulletin says President Wilson had a comfortable day and he continues to improve.

REUTER'S TELEGRAMS.

THE AMERICA CUP.

SIR THOMAS LIPTON'S CHALLENGE.

New York, October 7.
A challenge for the America Cup has been received from the Royal Ulster Yacht Club on behalf of Sir Thomas Lipton. It is expected that it will be accepted.

SPECIAL TELEGRAMS.

(From Our Own Correspondent)

INDIAN IMMIGRATION IN F.M.S.

THE CHOLERA DANGER.

Singapore, October 8.
A special meeting of the Indian Immigration Committee of Kuala Lumpur has been called to consider the advisability of stopping immigration from India on account of the threatened over-crowding of quarantine stations through the continued introduction of cholera in infected ships. It was agreed that in view of the improvement of the situation, the last three steamers not being infected, the step was not necessary. Nevertheless it was decided to recommend that considerable increases be provided to quarantine accommodation at Penang and Port Swettenham.

SHANGHAI VOLUNTEERS.

Shanghai, October 8.
The Municipal Council has been notified of the British Government's intention to supply Volunteers with the large pattern machine-guns, also an eighteen pounder battery as a result of Colonel Young's recommendations to the War Office.

SHANGHAI COOLIES-STRIKE.

Shanghai, October 8.
Public Works mafcos are on strike, demanding a \$3 increase monthly. They have resumed work on the Council promising to reply in ten days.

The Japanese press is agitating for an increase for the Japanese Police.

EARLIER TELEGRAMS.

(CHINA'S PEACE CONFERENCE.

Shanghai, Oct. 6.
Tang Shao-yi, the leader of the Southern Peace Delegates, has resigned. He alleges that the militarists of Canton and Peking are negotiating secretly while the Peace Conference is merely a blind to satisfy the Constitutionalists.

THE SILVER MARKET.

London, Oct. 5.
Silver is steady.

OUR PEKING LETTER.

(From Our Own Correspondent)

PEKING, September 27.

Two days ago, Chin Yung-peng, the Minister of War, assumed the Premiership. Kung Hsin-chuan, his immediate predecessor, after a disagreeable five months' tenure of office, resigned on Tuesday for the third time, and the President had no choice but to permit him to retire from an extremely awkward position. Kung certainly acquitted himself very creditably in his dual role of Acting Premier and Minister of Finance, but as the reactionary Anfu party imposed its will upon the Government by the appointment of Wang I-tang as Northern delegate and as the Allies denied further financial assistance to China there was no other course open to him but to give way to another. The appointment of Chin Yung-peng has created a very favourable impression in spite of the fact that he is a military man. His record is clean. Moreover, he is associated with the more liberal policy which Marshal Tuan Chi Jui is showing. Indeed, it is this policy which may be said to give much needed encouragement to the President. Without it the outlook would be black indeed. Present indications point to Tuan having his eyes opened to the dangerous activities of Little Hau, who more than any one else, stands for Japanese support and the domination of the tuchunates. Reports go to show that there is a distinct cleavage between the two revealing itself, but the definite break has not actually taken place. A rapprochement with the Yangtze tuchunates is contemplated. No great difficulties should deter its accomplishment, for Li Shun and his colleagues have formed an enlightened moderate combination which only required some such accession of strength as that which would be given by the alignment of several of the northern tuchunates to exercise a controlling influence upon national affairs. It is never safe to prophesy, but this much can be said: that those who are following events closely are on the tip-toe of expectation. Something big is planned. Eyes are turned towards Tientsin.

Parliament will not be required to give its assent to the Cabinet changes involved by the resignation of Kung Hsin-chuan. Were it so the Anfu party would probably dictate the new selection. This is

averted by making acting appointments only. Chen Yung-peng is Acting Premier only. No one takes up the portfolio of Finance laid down by Kung, but Li Shin-hai, the Vice-Minister, is appointed to take charge of the affairs of the Ministry.

Chang Tao-lin, the Inspector-General of the Three Eastern Provinces does not like being asked by Peking to apologise to the Japanese Government in the person of the Japanese Consul General at Mukden for the offence committed by Chinese soldiers in the fracas near Changhain in July last. This humiliation is indeed unnecessary. It is all the more bitter in view of the fact that the Japanese soldiers were at fault in invading the Chinese barracks, but this the Japanese will not admit. If Chang has to submit to this indignity he will no doubt soothe his feelings by adopting the amusing precedent set by Chang Hsun at Nanking in 1913. Chang Hsun proceeded in state to the Japanese Consulate, tendered his apology, partook of some refreshment, and then visited the other consulates in turn, giving the impression that he was making a round of calls.

In this connection it is interesting to note that the United States Government was satisfied with a written apology for the firing upon the American gunboat Monocacy on the Yangtze last year. Japan however insists upon a humiliating personal apology for an offence provoked by her own nationals.

It is quite true that Dr. Reinsch, the late American Minister to China, now on his way home has been appointed counsellor to the Chinese Government. This appointment is similar to those held by Dr. Morrison and Dr. Ariga, but the American designation of counsellor is preferred to the more common term adviser. His salary will be twenty thousand dollars per annum and the agreement dates from October first. It was signed before he left Peking.

The failure to bring about the resumption of the Internal Conference was not unexpected. Wang I-tang has been harshly rebuffed, but of course he is not eager to admit defeat and is remaining in Shanghai. Several of the Northern delegates have returned to Peking, and the efforts to bring about a settlement are again suspended. Still, one cannot help the thought that

Wang has been the victim of a "frame-up" as our American friends say. It is not beyond suspicion that the liberal elements in the North being unable to oppose the appointment of Wang I-tang, made an understanding with Southern representatives for the action of the latter. The many conversations which have taken place between the representatives of the leaders on both sides cannot have been altogether abortive.

Czecho-Slovakia is the first of the new nations to express a desire to enter into treaty relations with China. Formal negotiations have not yet been opened, but conversations have taken place in Paris. The Waichai-pu informed me that the basis of such a treaty and of all other new treaties would be reciprocity, which of course implied that China would not accord extra-territorial privileges.

There is to be a big opium burning to-morrow at the Temple of Agriculture. Seizures of opium, pipes, morphine and needles which have accumulated since June, 1915, will be publicly destroyed, and representatives of the International Anti-Opium Association will be present. Some Chinese at any rate appear to be in earnest regarding the eradication of this evil.

Parliament is in a long session, but seems informally worried over the despatch of Peking notes which will be sent to the U.S.A. news from Shanghai, etc.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 46.21-16c.

THE WEATHER.

Forecast—Fair. Barometer—29.90. Temperature 2 p.m.—80. Humidity 2 p.m.—63.

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

A CORRECTION.

Sir.—We beg to refer to the article which appeared in several South China newspapers some days ago, concerning the sale of the firm of Messrs. Meurer Freres, which is not quite correct. In reality, the Head Office of Meurer Freres, which was up to now in Canton, has been transferred to Paris. It is only the China business of the firm which passed in the hands of Messrs. Andersen, Meyer and Co., Ltd. who are associated with Meurer Freres as members of the Pacific Development Corporation of New York.

Yours etc.
ANDERSEN, MEYER & CO., LTD.,
CH. NORTH,
Manager.
Canton, Oct. 8th, 1919.

DON'T FORGET.

TO-DAY.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.
Royal Hongkong Yacht Club—Annual meeting—5.30 p.m.
Humphreys Estate and Finance Co., Ltd.—Extraordinary general meeting—noon.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

SATURDAY, OCTOBER 11.
Gymkhana at Happy Valley.
Dairy Farm, Ice, and Cold Storage Co., Ltd.—Annual meeting—12.30 p.m.
Cadet Corps—Sports at V.R.C.—3 p.m.

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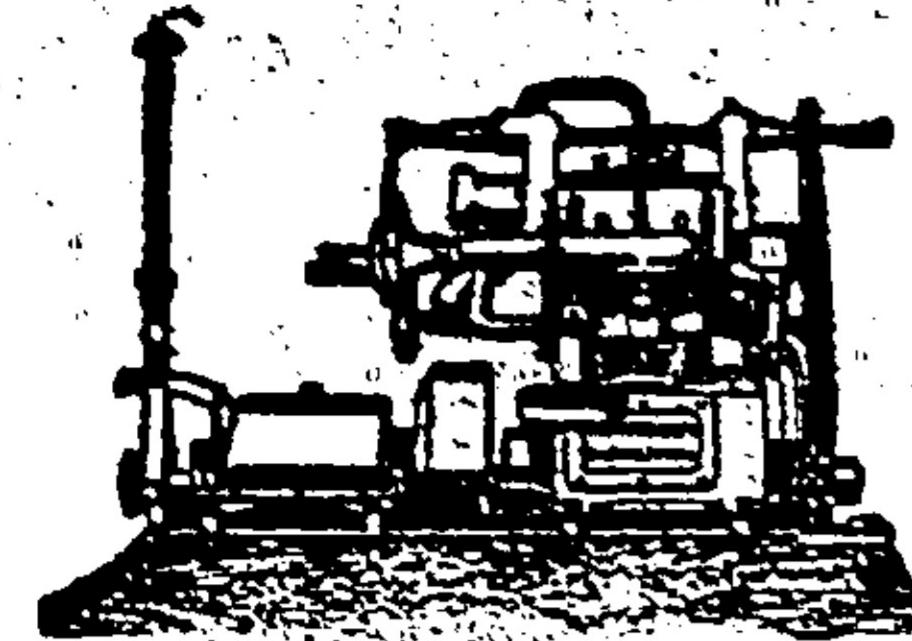
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THE NEW PORTUGUESE PRESIDENT.

SKETCH OF HIS CAREER.

Lisbon, August 10.—On August 6, Dr. Antonio Jose d'Almeida was elected by a majority, in the Congress sixth President of the Portuguese Republic for the term of four years. The election was closely contested, being only decided upon a third ballot. The rival candidates were Dr. d'Almeida and Dr. Teixeira Gomes, Portuguese Minister in London. The three votes gave—

Candidate 1st. 2nd. 3rd.
Dr. Antonio Jose d'Almeida ... 87 93 123

Dr. Teixeira Gomes 82 83 31

Dr. d'Almeida is one of the best-known men in Portugal. His life has been devoted to the Republic. While still at Coimbra in 1880 he published, in a student's paper, the *Ulmotum*, an article entitled, "The last Braganza," for which he suffered three months' imprisonment. In 1891 he took an active part in the revolutionary movement in Oporto. In 1895 he sailed to St. Thomas, where, he remained in the active exercise of his profession as a medical man until 1903. In 1904 he returned to Europe and spent some time in Paris, where he attended the hospitals. Later in the year he returned to Lisbon and at once recommended political propaganda as an ardent champion of the Republic.

No man worked more for the Republic in the years that immediately followed or contributed more to the establishment of the Republic in Portugal. An eloquent and impassioned speaker, he was the most popular of platform orators during the combat with the Monarchy. By word and pen, in Parliament and in the Press, he preached the Republic into popularity. As a speaker his hold upon the people of Lisbon was unrivaled. Elected deputy for the city in 1906, he thenceforth took an increasingly prominent place among Republican leaders and propagandists. He was one of the revolutionaries of 1908. Arrested by the agents of Joao Franco, he was then sentenced to be expelled from the country.

When the Revolution of October 5, 1910, triumphed, he entered the Provisional Government as Minister of the Interior. This was the most coveted Cabinet post under the *regime*, as it conferred predominant political power, by controlling the appointment of all local functionaries throughout the country. The first educational measure of the Republic, the reform of elementary education, was promulgated by Dr. d'Almeida during his tenure of this office.

Upon the formation of the political parties Dr. d'Almeida organized the Evolutionist Party, of which he has remained the head until the present election. He has always shown himself a strong party man, though his party leadership cannot be considered to have been generally a success. His political influence in the Republic, however, has been great from the first. In 1911 it was he who nominated Dr. Manuel d'Arriaga, the first constitutionally elected President of the Republic. His personal action also, the same year, led to the collective resignation of the Ministry of Senhor Joac Chagas, the first constitutional Ministry of the Republic. At first in conjunction with the Unionists under Drs. Brito Camacho and Aresta Branco, later on as the acting leader of the Evolutionist Party, he has continued to be the leader of an insistent Opposition. He took a prominent part in the original declaration made by the Portuguese Chamber in support of the Allies on August 7, 1914. He was and remained a supporter of General Pimenta da Castro, to whose entrance into power no man contributed more decisively.

In 1916, on Germany's declaration of war on Portugal, he consented to join with his former rival, Dr. Affonso Costa, in the formation of a national Ministry. Dr. Affonso Costa resigning the Premiership in his favour. Thus was formed the *Union Sagrada* Administration, under which Portugal's actual military intervention was effected by the sending of the first expeditionary forces to France in the January and February of the following year, 1917. In this Administration he also acted for a time as Minister of the Colonies. The defeat of the *G. verum* on a "snap vote" in the April of this year, while Dr. Affonso Costa was in France and Dr. d'Almeida confined to his room by gout, led to his withdrawal from active support of the Government, although he continued to lend his countenance to its interventionist foreign

policy, which the Government maintained against increasing opposition through the summer and autumn of 1917 and until the Revolution of December 5 of that year.

A sincere Republican, a forceful though intemperate speaker, personally honest, and a thorough patriot no Republican leader reckons more or more enthusiastic partisans. He headed the poll for Lisbon in the general elections this April, uniting the Evolutionist and Democratic votes. His legislative contribution to the work of the Republic has been slight, for neither in administration nor as a party leader can he be said to have proved successful. He is still a relatively young man, having been born in 1866. He is married, and has one daughter. He is ambitious without doubt, and a brilliant and personally attractive man. His health has suffered of recent years, and he has been much less active than formerly. His election to the Presidency is an old ambition, and was the result of long and pernicious political preparation.

Dr. d'Almeida has been raised

to the first position in the nation

at a time of great and cumulative political difficulties. His responsibilities as President are complicated by his long career as a party leader. The enemies of the Republic openly count upon his

impulsiveness, generosity, and

political passion to work the

wreck of the Republic. They

may yet be mistaken. Dr.

d'Almeida is personally supported

by many sincere and honest

elements in the Republic. Years

since, at the starting of the Re-

public, he wrote as the first article

of his then newly launched paper,

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GERMANY'S FUTURE.

A GERMAN FORECAST.

In the June number of *Nord und Süd* Herr Hans Wendt has an article on the future of Germany. He begins by explaining that the cause of the war was the overpopulation of Europe and the impossibility of the great powers satisfying permanently their increasing claims on the politico-economic platform. In the struggle for existence of the nations the war, he says, had become an urgent necessity. But war is a game in the decision of which much depends on chance. In the present war the forces of the two sides had become too unequal. With a better political organisation the Germans might have succeeded in postponing the catastrophe. As things now stand, the Germans must apparently submit to the will of their opponents. It depends on the peace conditions and the force remaining in the German nation whether Germany shall henceforth lead the mock existence of a nation not free, or whether she will be enabled at some distant time to rise again.

Before the war it was an undisputed fact, according to this writer, that German's position as regards her civilisation was at the head of the world. Still this civilisation had become fragile and unsound, and the outward signs of decline were excessive luxury, a reduced birth-rate, and the progressive proletarianisation of the people. The war continued this development in furious tempo. The birth-rate has been more reduced, while the death-rate has rapidly grown. The flower of German manhood is gone. A new generation must grow up before a change can take place. Want makes men and nations bad, and only with an improvement in economic conditions can an improvement in the national morale be counted upon. The proletarianisation of the people has made rapid progress during the war. On the one hand were the war profiteers, and on the other an overwhelming majority of losers by the war. With a few exceptions the better element of the people were to be numbered among the latter. The revolution favoured the development. It has brought about the confiscation of the wealth of the state, and at the same time it has increased the cost of administration enormously.

Germany must reform her administration from the top down to the lowest member. It was a great misfortune that bureaucratic Prussia was ever allowed to remain a dominating state in the Empire. The revolution, however, has destroyed the old Prussian state of caste, militarism and bureaucracy. Meanwhile Germany is passing through a period of transition and so far all the changes necessary in the method of administration have not yet been brought about. But caste has disappeared and the rights of privilege have gone. The military state, after its strong development, is broken up and it will never recover from the blow. There remains the bureaucracy of officialdom, but its hour will strike and its death-bell will be rung, for from a financial point of view the state can no longer afford any administrative luxury. Germany is indeed bankrupt, politically, economically, and financially. She is a geographical conception,

NOTICES.

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FLYING BICYCLE.

POSSIBILITY OF A NEW
SPORT.

Writing on the subject of the "flying bicycle," the Paris correspondent of the *Morning Post* says—

I have just returned from seeing M. Mary, the head engineer of the Nieuport firm, and he tells me that he thoroughly realizes the possible scientific value of the flying feat that has been accomplished by M. Poulaïn. He says: The feat of M. Poulaïn is very different from anything that has been done before. The 12 yards he covered constituted the distance for which he was definitely supported by the wings of his machine. It would be unfortunate if the public imagined that a new era in flying was being inaugurated. In the first place, with its wings outstretched the bicycle has a span of six yards; secondly, the material of the wings was fragile in the extreme, and would not withstand a summer shower; and thirdly, the problem of a screw has got to be solved. I believe that before six months have passed Poulaïn will be able to fly round Longchamps, but this is only a pious belief, because there are so many unknown factors. First, we have to experiment with the screw, and then the cyclist has to work on entirely different principles from those he employs in ordinary bicycling.

The normal cyclist works considerably with his handlebars, but if the bicycle has to fly, the whole strength of the human motor must go direct from the legs. As regards motive force, I should judge that a man like Poulaïn develops about one-third of a horse-power, and it is conceivable, though I do not think it likely, that this will be sufficient to make sustained bicycle flying possible. At present our hopes are limited to creating a new form of sport. It may be possible in the future to construct flying bicycles which will be worked by means of motors, or in other words we may succeed in reducing the aeroplane to such small dimensions that it will really resemble a bicycle.

Unfortunately, it was not possible for me to visit the machine, as I understand it includes certain new devices that have not yet been protected by patents. M. Mary, however, showed me a portion of the material from which the wings were made. The framework is scarcely thicker than an ordinary match, and is of such fragility as to exclude any idea of commercial application being possible in the near future.

THE SHY BRITON.

BEING AMERICANIZED BY
THE JAZZ.

What Americans call "English side," and the French describe as "le phlegme britannique," and the British themselves, with characteristic modesty, seek to convince the rest of the nations is merely restraint born of shyness, is, according to at least one student of national psychology, going by the board.

"Have you noticed that English voices are changing?" asks this writer, Mr. M. A. Kinross. "I don't mean only in pitch, though that is a shade higher, but in inflection. They are far more inflected than they used to be."

"I have been staying in a small seaside hotel filled with young officers and their wives, where, instead of the old dining room decorum reminding one of the day after the funeral, we seemed to have taken the lid off conversation so completely that the bubble and the bubble were positively Continental."

"Is it the natural reaction from the war, tensions suddenly relaxed, repressions suddenly removed? Is it the greater social freedom, absence of convention, and self-confidence of our young women?

"Someone said to me the other day that we are getting Americanized, and I answered that if the Americans get more Anglicized, and the English get more Americanized, not only will the two peoples draw together, but we shall turn out the happy mean of humanity. Personally, I believe our Americanization, if such it be, is taking place indirectly and mechanically, and that it is the gramophone, the cinema, the syncopated music, and the jazz dances that are accomplishing it."

"I find the increase in social ease, animation, sprightliness, all to the good. We may grow more articulate; we may remove the severe restriction on our adjectives."

NOTICES.

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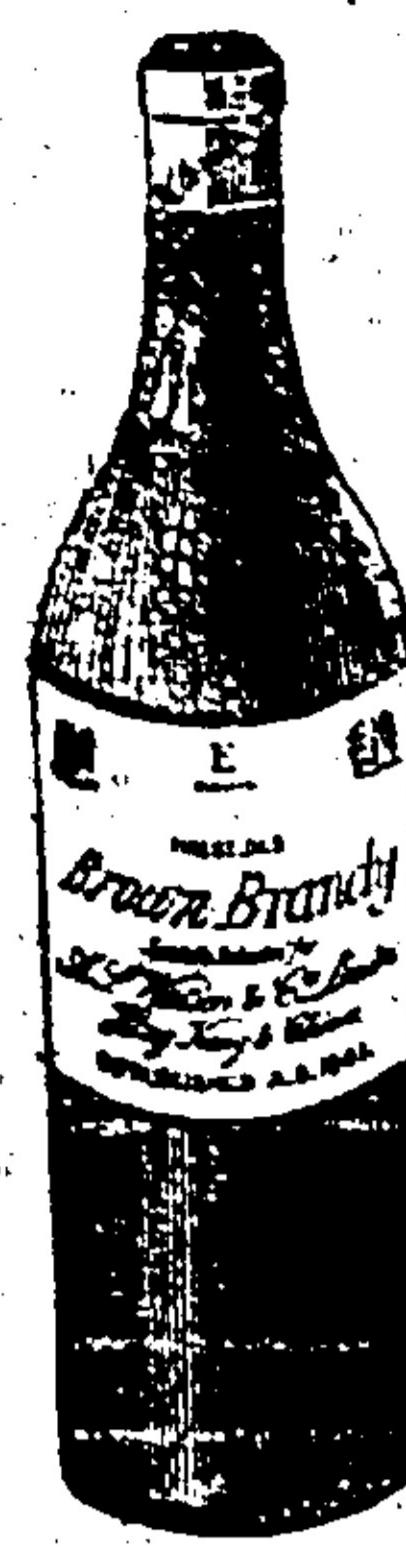
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The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 9, 1919.

THE PREACHERS OF BOLSHEVISM.

When a Home newspaper, a few days ago, described the rail-way strike as a conflict between Bolshevism and Constitutional Government, it expressed what to many may have seemed an exaggeration having its basis in a vitiated party outlook. But unhappily, as we showed yesterday, modern strikes tend more and more to become a blow against the State and, by reason of their widespread ramifications, often threaten to undermine the very foundations of good government. We will give many of the strikers the credit of saying that they do not necessarily mean to be revolutionary when they resolve to cease from work; too many of them, we fear, think very superficially about such matters. To the "sympathetic striker" these words particularly apply. That is the danger. These men are too easily led by others—men of the gib-tongued type, whose stock-in-trade is a capacity to flounce before the workers' eyes attractive schemes for taking control of the country and giving the "producers" their so-called rightful share of the nation's wealth.

Lest we be accused of over-drawing the picture in saying that there are men amongst the British Labour leaders who preach Bolshevism, we will cite one or two recent utterances made by these agitators. At the Labour Conference at Southport, Mr. Smillie argued that the present Government had secured its return to power by false pretences, and he therefore concluded that "the Labour movement is entitled to take any action to get rid of the Government." But here is something more definite still. Mr. Robert Williams, of the Transport Workers' Federation, recently declared: "I want revolution, peaceable if possible, though the cause is worthy of the sacrifice of lives.....Never mind about Constitutionalism. We will make a Constitution of our own Soviet Government". Then, what is the import of the following words spoken by Mr. John Maclean, the Clyde deportee? "With a determined revolutionary minority, we shall be able to take control of the country and the means of production at once, and hold them tight through disciplined production under the Workshop Committees and the District and National Councils... All revolutions have started from trifling causes. Ours is to direct the workers to the goal by pushing forward the miners' programme and backing up our 'black brigade'. The foregoing are a few extracts taken at random from recent Labour utterances. Their meaning and import are obvious; they are delivered with the express object of getting the men's 'back up' against lawfully-constituted authority. The constant references to "revolution" imply that these leaders are more concerned about wresting the power of government from others than they are about the adjustment of purely industrial conditions. Such talk, wilfully indulged in, is one of the things with which Britain has to put up because it is a free country. In many other countries, the authors of sentiments of this order would be given very short shrift. These men are abusing their privileges, and in doing so are contaminating the minds of decent, honest workers.

In saying so much, we are far from inferring that Labour as a whole is sedition or revolutionary. We have a sufficient faith in the innate level-headedness and common-sense of our own countrymen to believe that propaganda of this order is unlikely to lead our workers as a whole to embrace the pernicious doctrines of Bolshevism. At one time it almost looked as though the railway strike would justify such convictions. But the outcome, as one of the *carter-pat*, offers no encouragement for those who imagined that England is a fertile field for revolution. The bulk of our workers are too sane to be led astray by cheap clap-trap of a treasonable character. All the same, there are in the Labour ranks men who give voice to the wildest and most dangerous ideas. They are the real "wasters." And though they may not now have any great following, it is about time they were put, and kept, in their proper places.

NOTES & COMMENTS.

SILENCE IS GOLDEN—SOMETIMES.

Hiding things up and keeping them well in the dark seems to be almost a religion with some people, just as though they were criminals hating to be found out. The *Hongkong Telegraph* has been making some enquiries lately among various commercial concerns in the Colony as to certain proposed developments which we had heard of, but in every case it was "nothing doing". It was not that our information was wrong—it was not denied in any instance—it was just that those concerned wanted nobody else to know anything at all about it. One individual thought himself particularly wise in saying to our inquirer: "Yes, that is true, but it is too premature to say anything about it yet." His tone positively had a trace of alarm. Why is it that the Press generally in this thriving Colony are constantly being told to say nothing on matters that often would be greatly benefited by being talked about? We refer to commercial and business matters—the little evidences that crop up from time to time of our industrial expansion, and of schemes that reveal commercial development. Let any of our readers pick up an Anglo-Japanese paper, say those published at Kobe and Yokohama, and in almost every copy he will find news of how one firm or another is increasing its scope, asking for more capital, enlarging its plant to meet increased demands, or some other item concerning trade. Home papers too, especially those dealing with ship-building, and the export trade, etc., contain much the same material, but in Hongkong—"Oh, please say nothing about it yet."

HUSH!

No, for some obscure reason we have to confess is totally beyond our understanding, Hongkong has to be content with dry-as-dust official figures, generally given annually in a Government publication at a time when, by their age, they have lost nearly all value or interest. Of local industrial news we hear scarcely a word. There's nothing like publicity as an aid to success. Japan owes not a little of her development to the fact that she has shouted about it. She has let the world know by every means possible that she has laid down huge plants of every kind, ready to deal with any orders that might come along. And America has acted similarly. These people have appreciated the value of "boosting," and they have "boosted" sufficiently long and loud enough to get a pretty good hearing among the traders of the world. Hongkong, as everyone knows, is not so much a making centre as a distributing centre, but there are enough commercial enterprises here, engaged in making, to warrant a little "boosting" sometimes. And even a distributor can benefit by talking about increased facilities for distributing. We happen to know that there is quite a deal of development going on just now, both in producing and distributing concerns, but as soon as we breathe our knowledge in the hope that we might publish augmented confirmation it's "Hush! never a word". The Press in Hongkong occupies something of the same position as the Bogey-man in the song we learned as children, whom approach there is the silence of fear. Really, it's nearly time we assumed another character, and it's more than time that local enterprise came out of its dark hole and began to be talked about.

WASTEFUL DELAY.

The other day we referred to the activities of the Department of Overseas Trade which has recently been established and which, if managed on sound lines, might be productive of a great deal of good. But in one direction it has not made a very auspicious start. Some time ago the Government decided, through this new Department, to send a cotton mission to the Far East, but although the decision has been made some months now, nothing yet has been definitely done. It appears that the scheme hangs fire on the question as to who is to bear the expense. On the one side it is argued that the traders themselves should pay, whilst, oppositely, it is said that a private mission would carry no weight and would have much less chance of achieving its object than one which had the Government behind it. Surely some proposition of dividing the cost would find acceptance by both sides. Delay and indecision can only result in our losing what all parties recognise to be a very valuable opportunity.

DAY BY DAY.

YOU CAN'T EXPECT LARGE VIEWS IN LITTLE MINDS.

To-day, according to the Chinese calendar, is the Festival of Han-u, or "Cold Dew."

Yesterday's health return shows two fatal cases of gastritis, both victims being Chinese.

The Colonial Secretariat advises us that the notification declaring Weihaiwei an infected port has been rescinded.

The Hongkong Lawn Bowls Association is giving a dinner to the Shanghai bowlers at the Hongkong Hotel on Saturday night.

Stallholders and those assisting at the M.C.L. Bazaar on Saturday, October 18th, will be admitted to the dress rehearsal of the Variety Entertainment which will take place (by kind permission of H.E. the Governor) at Government House on Friday, October 17th, at 5 o'clock. Admission will be 50 cents.

There was launched yesterday morning from the shipyard of W.S. Bailey and Co., Ltd., at Kowloon, the steel single screw tug "Geoffrey Chaucer," being the second of the salvage tugs built by this firm, to the order of the British Admiralty. The christening ceremony was graciously performed by Mrs. Samson.

A splendid series of attractions have been arranged in connection with the Ministering Children's League Sale of Work which is to take place in the grounds of Government House on the 18th instant. Besides the various stalls, there will be side shows, fortune-telling, a tea garden and an admirable variety entertainment.

Under the auspices of the Victoria Recreation Club the Harbour Race open to all residents of the Colony has been fixed for Thursday afternoon, 16th October, at five o'clock sharp: All wishing to compete must send in their names to the Hon. Secretary, Victoria Recreation Club, on or before Monday 13th inst. with the entrance fee of \$1.00.

A Chinese was to-day before Mr. Lindsell, charged with unlawful possession of a Chinese smoking pipe. Inspector Macdonald said that defendant was arrested whilst attempting to pawn it. Defendant said that he owed some money to a man, and he was trying to pawn the pipe to pay him back. Mr. Lindsell fined the man \$10 or 14 days.

At the Police Court to-day, a Chinese was charged, before Mr. R. E. Lindsell, with unlawful possession of 15 rounds of arm ammunition. Defendant said that he had picked up the ammunition near the rifle range. A European Sergeant stated that defendant was arrested by a detective whilst attempting to sell the ammunition. Mr. Lindsell imposed a fine of \$5, or 10 days' hard labour.

WASTEFUL DELAY.

To-night at the Coronet the five screen version of the famous Drury Lane melodrama "Sporting Life" is to be shown and when we say this is good we mean it. This splendid film has had a phenomenal run in London and New York, and there is no doubt whatever that it will make an instant appeal to patrons of the Coronet, who are well able to judge. Mr. Ray anticipates full houses every night and if we know anything of the Hongkong public he won't be disappointed.

BRIDGE ACROSS THE HAIHO.

Negotiations have been already commenced at Tientsin between the Japanese officials and residents in their concession for the construction of a bridge across the Haiho, that would also allow of steamers being able to reach their bunt; and a strong Committee has been appointed to go into the matter and approach the Haiho Conservancy. It is thought that a subway would be too expensive, and so the scheme proposed is a high bridge, the cost to be met by debentures—*China Critic*.

MUSICAL JOTTINGS.

(BY "ENHARMONIC")

That enterprising and up-to-date musical store, Messrs Moutris and Company, have recently received a consignment of pianola records of a decidedly novel and interesting character. The rolls comprise records of accompaniments to popular songs, covering a wide range, and on the margin of each record is printed the words of the song, in large black lettering, so that they may be read at a glance. The verses, of course, read upwards, so that as the record revolves the lines come into view in correct order. The idea, although being very simple, is most effectual and meets all requirements. These records should be welcomed by vocalists finding it difficult to secure accompanists for practice and are unable to play for themselves. Of course, a pianola, or other make of piano-player, is a necessary adjunct to the record.

The Hongkong Lawn Bowls Association is giving a dinner to the Shanghai bowlers at the Hongkong Hotel on Saturday night.

Writing of the mechanical piano player, great strides were being made in this branch of the music trade at Home before the war. It was an industry in which British manufacturers excelled. During the war, a large number of skilled workers in the trade were engaged in manufacturing aeroplanes, as also were organ-builders' operatives, and it is sad to note, from a Home journal, that like the pianoforte industry, whilst the British piano-player worker has been wasting time squabbling over strikes, etc., the German has taken advantage to get a footing in foreign countries which were formerly supplied from Great Britain.

It must be admitted that the German is no fool in musical instrument manufacture, especially pianos, and British manufacturers cannot afford to waste a week if they are to regain and retain their pre-war footing in the business.

Hongkong is again passing through a period of musical fasting; nothing in the way of a public performance of any kind having occurred for some weeks.

I have been informed, but am unable to get confirmation, that the Wiltshires have a very good band attached to their regiment in socially, and such amusements as tennis, badminton, billiards and winter evening games were all handy to pass away the time. The lounge became a habit rather than a luxury.

So they do not want to go home. Husbands who came back from the war have since failed to find a house or even rooms in hundreds of cases, and the opinion expressed by the wife has more often than not been: "Why seek a house with house-work when it is little more expense to remain in pension?"

A manager of a hotel syndicate told a *Daily Chronicle* representative that half their town hotels were filled with married folks. They are the small-familied men, generally of the professional classes.

"It does not necessarily mean that women have become lazy," declared the hotel manager. "They still have many odd things to do especially if there are children to look after; but they are relieved of the harder tasks of house-work, can look nicer, keep healthier, and find opportunities for social intercourse, which is the great demand of woman to-day."

"Many work, others take up local affairs, but everywhere one discovers that the young wife of to-day is not going back to the life of a recluse that many lived before the war."

In London a large body of voluntary stewards took delight in helping others to spend a pleasant Sunday. A strong local committee was being formed in Manchester, representative of every class and creed, who were to carry on the movement in a perfectly constitutional and reasonable way. It would certainly appear strange to him if Manchester, which had provided Sunday music in the parks at certain times of the year, and was the first city to open its free libraries on Sundays 40 years ago, should now raise any opposition.

This appears to be another instance of grandmotherly legislation from which complaint we have suffered severely in Hongkong. Many will remember, as I do, the great opposition that was raised, about 20 or 25 years ago, to Sunday performances by military bands in the London parks, and more recently, to Sunday concerts in the music halls. I suppose, if Hongkong gets its public band, Sunday performances will be barred. It makes one long for residence in a democratic place (at least in this direction) like Shanghai.

ROAD IMPROVEMENTS.

LATEST PROGRESS.

Local motorists in general, and those living on the Kowloon side in particular, will be disappointed to learn that there is still no definite information available as to the opening of the Tsing Wan Bridge. The Director of Public Works, approached this morning, said the actual date had not yet been decided on. There were still further reports to come in of work to be done, and until these are received, date no could be fixed.

With regard to the road circulating the island, there are still some portions which require a considerable amount of attention, but it is anticipated that everything will be ready for general traffic before the end of the year.

TIRIED WIVES' PARADISE.

AWAY FROM DRUDGERY.

Has the war brought about a class of wife that does not want a home?

The manageress of a private hotel told a Home newspaper correspondent that there is a growing number of women who find their sojourn in private and residential boarding-houses so comfortable that they do not want to go back to the drudgery of housework.

"I have had many cases of married people who came to us for a month. That was four years ago, and they are still with us. They regard their husbands search for a house with apprehension."

Two contributory causes have created this class of woman—the wartime conditions and the housing famine. When the air raids began there was a rush to the seaside houses on the West coast, and the inland watering-places became filled with boarders, who intended fixing up a temporary residence till peace arrived.

Here women find themselves suddenly in a Tired Wives' Paradise. Instead of household drudgery the day could be filled in socially, and such amusements as tennis, badminton, billiards and winter evening games were all handy to pass away the time. The lounge became a habit rather than a luxury.

So they do not want to go home. Husbands who came back from the war have since failed to find a house or even rooms in hundreds of cases, and the opinion expressed by the wife has more often than not been: "Why seek a house with house-work when it is little more expense to remain in pension?"

A manager of a hotel syndicate told a *Daily Chronicle* representative that half their town hotels were filled with married folks. They are the small-familied men, generally of the professional classes.

"It will come as a surprise to many people to learn that the Orkney Islands, which include the great naval station of Scapa Flow, do not really belong to Great Britain in the sense that they were never ceded by treaty or acquired by conquest. They were simply transferred by Denmark to Scotland in 1468 in pledge for the payment of the dowry of the Princess of Denmark, who was married to James III, King of Scotland. In the deed of transfer, which is still in existence, it is specifically mentioned that Denmark shall have the right to redeem them at any future time by paying the original amount of the dowry with interest to date. There is no likelihood that Denmark will ever attempt to exercise her right to redemption, because 60,000 florins, the original amount of the dowry, would be a mount, with interest to date, to several thousands of millions of pounds sterling, and that is a bit more than the islands are worth."

In a London club a lively political argument had sprung up between a well-known Irish Nationalist and an English Unionist who holds a chair at one of the universities. So long as the argument remained purely political the third member of the party, a clergyman of the Church of Ireland and an ex-chaplain in the Ulster Division, remained silent. But the argument drifted as such arguments will, and by and by it was the Nationalist who was silent while his fellow-countryman fiercely contested what he considered the professor's blitheness of Ireland. Finally he said: "Look at all we've done for ye. Why, we Christians ye!" His momentary dramatic pause enabled the professor to interject: "What nonsense! You did nothing of the kind." The ex-chaplain put his hand out as if to acknowledge defeat, and went on in a quainter tone: "That's true. You are quite right—but we did our best. The Saxons standing round laughed heartily."

When the islands were given as security for the princess's dowry, there is reason to believe that it was intended to redeem the pledge because it was then stipulated that the Norse system of government and the law of St. Olaf should continue to be observed in Orkney and Shetland. Thus the "udal" succession and mode of land tenure—that is, absolute—still obtains to some extent, and the remaining "udaliers" hold their lands and pass them on without written title.

It is a little remarkable that while so much has been heard about nations going "wet" or "dry," little attention has been drawn to creeds who have tried the experiment. The Jews have always been "wet," the Mohammedans always "dry," yet it cannot be said that judged either by a material or spiritual standard, the latter have excelled the former. The most notable instance of teetotalism in Jewish history was more remarkable for muscular than moral development. We refer, of course, to Samson.

A visitor to a southern golf links asked the courteous secretary if he could find him an opponent. "I am sure," said the official, "Mr. So-and-so over there will be glad to have a round." The visitor approached Mr. So-and-so, a gentleman of a ruddy countenance, and, after the customary courtesies, asked the usual question: "What is your handicap?" The reply was short and to the point: "Drink, sir!" But they do say that there are in Scotland golfers who would not be "plus" players if it were not for a judicious devotion to—well, it is very hard to get more than enough nowadays!

The following incident took place recently at the Lahore railway

NOTICE.



HONGKONG'S HARBOUR.

THE NEED FOR DEVELOPMENT.

In the latest number of *Shipping and Engineering* (Shanghai) appears the following article on Hongkong Harbour improvement:

A great deal of attention is at present being given to the necessity of improving the approaches and berthing accommodation of the port of Shanghai, for an investigation into which by export engineers a sum of Tls. 300,000 has been set aside. The problem here is one principally concerned with depth; the necessity of deepening the approaches and the harbour itself to accommodate the large steamers which, it is generally believed, will, within the next ten or fifteen years, be trading to the Far East.

In the harbour of Hongkong, the question of depth of water, though exiguous in many portions of the harbour, is not as important as that of securing protection against the typhoons that visit the port during the summer and early autumn.

Both harbours are of great importance to the development of the trade and shipping of China, the one serving the rich and populous central provinces that surround the Yangtze basin and the other the equally fertile area of South China, including the great city of Canton and its hinterland.

While the two ports are not in the least likely to come into rivalry with each other, it is obvious that both require the utmost watchfulness on the part of the authorities lest, by lagging behind the developments of ship construction, they be superseded, as ports of transhipment, by some enterprising harbour lying within a few hundred miles of their gates, a catastrophe that would cause both to fall back to the position of mere ports of call for vessels in the coasting trade.

In the case of Hongkong, while depth is a factor of some importance, the problem of rendering the harbour safe during the passage of a typhoon is of the greatest urgency, since a storm of this nature makes it necessary for vessels to leave their moorings

PHYSICIAN, HEAL THYSELF!

O Mighty Cynic! Who dost seek to guide
My erring footsteps, lest too oft they'd slide.
Who recommend'st that I attention pay
To rules prosodial, so my Muse mayn't stray.
Who takes me to task—that's tres-facile—
Yet dost thyself commit offence "chez'il!"
Who, worried by my "yelping" when thou'dst "sleep"
Abusest me as if I were a thief,
Who would not spare thy rod to spoil this child,
Because in truth thy "sanctum" be defiled.
O! hear me with that "reason" calm and cool,
Which you were taught, when still a boy at School.
Do you, in honour, really think that I'm
That which you call me in your "biting" rhyme?
Do you believe that I am what you say,
A worthless money-grabber any day.
One who would simply never lend a hand,
Save in return for coinage of the land,
Paid in hard cash by men who work as slaves,
And by their toil's own sweat dig their own graves.
One who, bereft of every instinct kind,
Would stoop to petty jealousy, and blind
Himself to all the nobler ends of life,
Merely to foster "limping verse" and strife,
To help to fill his pocket, unconcerned.
So long as he got money, how t'was earned?
For that's the moral of your "reasoned" song,
Unless your yesterday's edition's wrong.
I, for my own part, doubt if ever Pope,
E'en in his harshest vein, e'er lent his scope
To pour abuse in terms so cruelly foul
(Though as a Critic he'd a little soul)
On one who'd ventured, void of anonym,
To set his Muse to fairly hit at him.

J. SCOTT HARSTON.

Hongkong, 8th October, 1919.

DAY BY DAY.

The case of a Chinese who attempted to smuggle 7½ taels of prepared opium, and 25 taels of gross opium, came up for re-hearing to-day. Mr. Ryson, who appeared for the defendant, said that it was rather a hard thing for a young man, who had just started his career in life, to be branded as a criminal. Mr. Lindsell said that the defendant's evidence was not satisfactory, so he would not alter his decision. The fine originally imposed would stand.

A FAR-EASTERN FALLACY.

Among foreign residents in the Far East the belief in purgatives as a panacea for half the ills of mankind is a firmly rooted fallacy. At times purgatives are necessary, but their habitual use weakens the whole system and means ultimate ruin to the digestion.

The cause of most ill-health in the Far East is weak impure blood. For instance, most of the stomach troubles which are so prevalent owe their beginning to the fact that the stomach has become too debilitated for want of blood-nourishment to keep up with its work. And when the digestion becomes disordered as often as not Constipation sets in and the body becomes poisoned by the waste which should have been dispelled. Then the appetite becomes capricious, and indigestion, headaches, pains in the abdomen, chest and back become daily troubles.

Purgatives won't give any lasting benefit under such circumstances. The only way to bring cure is to tackle the trouble at its foundation—the blood, to purify and build up the blood, and thus to revitalise the whole system. For this purpose there has never been a blood and nerve tonic so successful as Dr. Williams' Pink Pills. Everywhere throughout the World these Pills are the standby in hundreds of thousands of homes where their value has been proved, where their unique merit is known, as a remedy for all disorders due to blood and nerve debility such as Anaemia, Indigestion, Neuralgia, Malaria, Rheumatism and the aches and ills of women.

Apart from the expense of such a project, which would doubtless be enormous, constructional difficulties of a serious nature are known to exist.

The unstable mud is of considerable depth and stone-laden junks which have been experimentally sunk in the vicinity are known to have entirely disappeared, even their masts sinking out of sight, and the amount of stone required to build up a breakwater from the firm bottom would be prodigious.

Such a breakwater, however, would make of Hongkong harbour a safe anchorage during typhoon weather where to-day a stiff breeze from the western quadrant holds up all cargo work, and it would appear to be the duty of the Government to follow the lead of Shanghai and set aside a sufficient sum to obtain the advice of the world's best experts as to how the port can best hold its own in the strenuous competition for the shipping trade of South China.

THE DRAMATIC EVENT OF THE SEASON!

H. W. RAY presents
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|--|-----------------------------------|---------------------------------|-----------------------|
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Dec. 15

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Jan. 12

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An excellent table is provided.

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Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (Omitting Shanghai) Tues., 14th Oct., at 11 a.m.

SUWA MARU (Omitting Manila) Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,

Port Said & Marseilles.

SHIZUOKA MARU ... Friday, 17th Oct., at noon.

KAGA MARU ... Friday, 31st Oct., at noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

ARI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & CO. OMBO via Singapore.

SHINRYU MARU ... Tuesday, 21st Oct.

TENSHIN MARU ... End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU ... End of October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... Thursday, 9th Oct.

NAGATO MARU (Omitting Shanghai) Tuesday, 14th Oct.

TAMBA MARU ... Sunday, 19th Oct. at 11 a.m.

EXTRA SERVICES—(Marseille, Liverpool, Antwerp & Rotterdam etc.)

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* (London, Antwerp & Rotterdam)

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For further information apply to—**NIPPON YUSEN KAISHA.**

S. YASUDA, Manager.

Telephone Nos. 292 & 293.

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"ALPS MARU" ... End of November.

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"SEATTLE MARU" ... Middle of November.

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"SHISEI MARU" ... Saturday, 1st Nov.

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"MADRAS MARU" ... Middle of November.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"MANILA MARU" ... Wednesday, 15th Oct.

"AFRICA MARU" ... Thursday, 13th Nov.

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"AMAKUSA MARU" ... Tuesday, 14th Oct.

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"SOSHU MARU" ... Sunday, 13th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDO MARU" ... Tuesday, 14th Oct.

For sailing dates and further particulars please apply to—

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(THE YAMASHITA STEAMSHIP CO., LTD.)

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Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

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TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe.)

"ICONION" ... About October 22nd.

"SEATTLE SPIRIT" ... October 25th.

"WHEATLAND" ... November 1st.

"ENDIOTT" ... November 20th.

"CREVECOEUR" ... December 20th.

For PORTLAND direct.
(Calling at Shanghai and Kobe.)

"HARTLAND" ... November 14th.

"NISBETTA" ... November 30th.

"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

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THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

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via MANILA & SHANGHAI

STEAMER SAILING DATE
"BESSIE DOLLAR" ... about 10th Oct.
"GRACE DOLLAR" ... 1st half Dec.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HARTS" ... 25th October.
"WEST HEPBURN" ... 15th November.
Through Bills of Lading issued to all parts of United States or Canada.

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S.S. "NIPPON"

For Singapore, Colombo, Port Said and Triest.
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(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Euryalus" ... via Panama 18th Oct.
"Euryalus" ... via Panama 7th Nov.
"Euryalus" ... via Panama 20th Nov.
"City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

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AMERICAN ASIATIC S.S. CO.**S.S. "SLAVIC PRINCE"**

Will be despatched for New York via Suez Canal on or about 1st December.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO.,

LIMITED.

and

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"PELEUS."

are hereby notified that the Car-

go will be discharged into Holt's

Wharf, Kowloon, where it will

lie at Consignee's risk.

The cargo will be ready for delivery

from Godowns on and after 6th

October.

Optimum cargo will be landed,

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and damaged

goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted

after the Goods have left the

steamer's Godown, and all Goods

remaining undelivered after the

13th October, will be subject

to rent.

All Claims against the Steamer

must be presented to the under-

signed on or before the 27th

October, or they will not be

recognised.

No Fire Insurance will be

effected.

Consignees are requested to

send in their Bills of lading for

countersignature.

THE ROBERT DOLLAR CO.,

Agents.

Hongkong, 7th October, 1919.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE DOLLAR STEAMSHIP

LINE.

THE Steamship

"BESSIE DOLLAR"

having arrived from Vancouver, B. C., via ports, on Oct. 6,

1919, consignees are hereby

notified that their cargo is being

OUR MANILA LETTER.

(From Our Own Correspondent.)

Manila Oct. 1.
The rice shortage continues to be the all absorbing question in Manila and throughout the Philippines. Mayor Lukban of Manila, acting upon the approval of Secretary of Commerce and Communications Jakesalem, who is serving as rice dictator in the present crisis, has conducted a canvas of the city through the machinery of the police department for the purpose of issuing rice tickets to every family. Each adult person will be limited to half a litre of rice a day which shall be procured from the rice station in his precinct. All rice stations will be in charge of the government. The Government order for the seizure of all rice supplies is being carried out and Secretary Jakesalem announces that 370,000 cavans have been embargoed in the various rice provinces.

The government's plan to import a large quantity of rice from Saigon failed at the last moment and relief from that source is not now thought possible through official channels. The large Chinese importing firm of Siv Cong Bieng, however, has received a cablegram from their correspondents in Saigon offering 30,000 piculs of rice for export, license for the same having been secured, and requesting an offer. Siv Cong Bieng at once informed Secretary Jakesalem of the offer, as it would be impossible for them to conduct the deal as a private business transaction on account of complete government control of the rice commerce, and made it plain that the firm's facilities were at the disposal of the insular government. Secretary Jakesalem, instead of accepting the offer, wrote a letter, asking how it happened that Siv Cong Bieng could secure the assurance of a rice export license at Saigon when such license was denied in the case of the application of the insular government. To this Alfonso Sy Cip, manager of the Chinese firm, replied that he was not acquainted with the full facts in the case, but presumed that a local exporting house in Saigon was given the preference over an outside applicant when it came to a matter of rice export. He reiterated his offer to Secretary Jakesalem to do all in his power to secure this rice, if the government would indicate what price it was prepared to offer.

While there have been no disturbances in Manila and reports of food riots in the province have been more or less fragmentary, there is fear in some quarters that the situation may become serious unless the government improves the effectiveness of its machinery of distribution.

The Bureau of Agriculture is receiving reports from rice producing regions to the effect that the crop for the current season will not be such a failure as was anticipated. Upland territory is being planted and with good weather will yield a large additional supply.

It is understood that steps are being taken in accordance with the agreement reached between the local shipping companies and the Government for the taking over of the Manila piers for operation under private management. A stock company will be organized shortly and all details arranged for lease of the piers. The admission on the part of the Government and the frank statement of the Collector of Customs of the inability to expedite the handling of cargo at this port, has caused considerable comment as to government policy in general, and the business interests here look for an important improvement in the handling of cargo and general port facilities within the next six months.

An announcement of the shipping firms that instances where local exporters prepay the freight on goods to the United States, a charge of 5 per cent. will be made to cover the difference in exchange now existing, means a 5 per cent. increase in freight rates. This also applies in the case of passenger rates to the United States which were boosted 20 per cent. several weeks ago.

During the remodeling of their building the Manila agency of the Hongkong and Shanghai Banking Corporation will occupy quarters

LAWN BOWLS.

SHANGHAI DEFEATED BY TAIKOO.

Playing in their third match against local clubs, the Shanghai bowls team suffered defeat at Taikoo yesterday, the home team being the first individual Club in Hongkong to beat the northern combination. The final scores were Taikoo 21 Shanghai 14.

The following were the teams—

Shanghai—Messrs. J. C. McDougal, A. McCallum, A. A. Malcolm, and G. McMurdo (skip).

Taiwoo—Messrs. J. MacLachlan, G. Morrison, A. Hamilton and J. Ferguson (skip).

Taiwoo took the lead right at the outset, and the score read 6-1 in their favour at the sixth head. Two points for Shanghai at the next head gave promise that matters would even up, but Taiwoo again went ahead, the score at the ninth head being 8-3. Shanghai then scored a three and a single eventually drawing level at the fourteenth head, 9-9. The home team again asserted its self, raising its score to 13 at the next head and at the nineteenth head they practically settled the match by scoring 5, the board showing 19-13. The next head saw them on the 21 mark, but Shanghai took a single at the last head.

At the conclusion Mr. McCubbin proposed the health of the visitors and thanked them for the enjoyable game.

Mr. Marshall responded and presented the Taiwoo players with spoons.

CRICKET.

GARRISON TRIAL MATCH.

At Happy Valley yesterday, a Garrison trial match took place between teams representing Officers and Other Ranks, with a view to selecting a military team to play the H.K.C.C. on Monday next. The sides were captained respectively by Col. Humphrey and C.Q.M.S. Talfourd, and the officers won by 16 runs. Scores—

OTHER RANKS.
C.Q.M.S. Talfourd, b Davies, b Edwards ... 4
Corpl. Mann, b Davies ... 21
Corpl. Horrocks, b Edwards ... 9
Gr. Perkins, b Davies ... 6
C.S.M. Heath, run out ... 4
Sergt. Athorne, b Davies ... 1
Q.M.S. White, c Cavarraugh, b Edwards ... 7
Pte. Filmer, b Davies ... 1
Sergt. Connor, b Davies ... 6
Pte. Rhodes, b Cavanaugh ... 6
Gr. Baines, b Cavanaugh ... 2
Gr. Middleton, not out ... 5
Extras ... 6

Total ... 69

Bowling.

O. M. R. W.
Davies ... 15 1 33 5
Edward ... 12 3 28 3
Cavanaugh ... 2.3 1 2 2

OFFICERS.

Col. Humphrey, b Baines ... 7
Capt. Gray, c Perkins, b Baines ... 23
Col. Coles, b Baines ... 13
Maj. Edwards, c Mann, b Athorne ... 3
Lt. Cavanaugh, b Connor ... 15
Capt. Murray, c Horrocks, b Baines ... 3
Capt. Davies, stpd. Mann, b Connor ... 4
Rev. Biddle, c Horrocks, b Connor ... 0
Lt. Cary, not out ... 11
Capt. Oliver, c Athorne, b Connor ... 0
Lt. Larkcom, stpd. Mann, b Connor ... 0
Cpt. Green, b Connor ... 1

Total ... 85

Bowling.

O. M. R. W.
Baines ... 12 2 32 4
Athorne ... 8 2 31 1
Connor ... 5.1 0 11 6
Horrocks ... 1 0 6 0

MONDAY'S MATCH.

The following will represent the Hongkong Cricket Club versus Garrison on Monday next, the 13th October, commencing at 10 a.m.—C. H. Blaker, R. Brand, P. H. Cobb, A. A. Claxton (Capt.), E. W. Day, A. L. Gage, E. Lammert, E. J. R. Mitchell, A. B. Raworth, J. Stalker, R. P. Thursfield. Reserve—C. W. H. Johnston.

in the new Heacock building on the Escolta.

The Bureau of Public Works building programme calls for the erection of the new Philippine National Bank building, the Manila Post Office, and an administration building for the University of the Philippines, within the coming year.

MAILS TO CHINA.

EXPLANATION BY POSTMASTER-GENERAL.

To the suggestion made by the Shanghai Chamber of Commerce that arrangements should be made for despatch of mails by the fastest route to Port Said, and thence by the Blue Funnel Line, the Postmaster-General has made the following reply—

"With reference to your letter of 2nd ultimo regarding the Mail Service to Shanghai, I am directed by the Postmaster-General to inform you that, according to information obtained by telegraph from Shanghai, recent letter mails from the United Kingdom sent out to Shanghai via North America arrived in 44, 39, 39, 38, and 30 days respectively, while the parcel mails sent out during the same period by the Suez route, by the Holt Line, took 52, 46, 46, 62 and 57 days respectively. The parcel mails are sent all the way by sea from Liverpool; but even if the mails were sent by the quickest route to Port Said, as suggested, and then sent on from there by the Holt Line, they would at best only take a day or two less than the times given for the parcel mails and, through uncertainty of connection, they might occasionally take longer than if sent by the Holt Line throughout. Further, on the North American route the mails are despatched twice a week across the Atlantic and there are frequent services across the Pacific to San Francisco, Seattle and Vancouver, while the service via Suez would be weekly only."

"It is the case that two or three months ago the service across the Pacific compared less favourably with the Suez route. At that time delays occurred through mails having to be transhipped in Japan. Now that the Empress steamers have returned to the Pacific Service and provide direct communication with Shanghai there is clearly no advantage to be gained by sending the mails by the Suez route; and the Postmaster-General proposes, therefore, that they should continue to be sent via North America."

AN AMERICAN MECCA.

VISITORS TO ROOSEVELT'S GRAVE.

Probably in no country in the world are people less given than in America to visiting the graves of the distinguished dead. More quickly, there than elsewhere, probably, are the great and good forgotten after their lives are ended, but Americans tend to look forward rather than backward, and history is not their favourite study.

It is true that to the tomb of Washington there is a fairly continuous stream of reverent and interested sightseers, but the stream is a thin one, and in no small part it consists of foreign tourists. The resting places of Lincoln and Grant are objects of like, though much less, visitations, and there the list of American graves that are objects of more than family devotion almost ends.

Almost, but not quite. There is one most notable exception to the national rule—a most notable break in the national custom. To the grave of Theodore Roosevelt mourners go daily by the hundreds, and on every pleasant Sunday literally by the thousands.

Their presence is exceptional, just as was the man himself. They go to his grave because they knew him personally, as it were, even those who never saw him. To know him was not always to love him, for he made enemies as well as friends, but it is a peculiar and significant circumstance that of all who were or thought and declared themselves his enemies, while he was alive not one now would venture to express his old animosity, and probably not one has any to express.

Roosevelt was a man of parts and qualities unique. To call him a typical American, therefore, would be obviously and absurdly untrue. But to-day his fellow-countrymen remember him as what the typical American ought to have been, and ought to be—and on a single Sunday 5,000 people make the long, hard journey to his grave! They are drawn there by an irresistible attraction, a fervent admiration, and a grief that deepens as deepens anxiety for the national welfare. Never was man more sincerely missed than he, or for what was felt to be better reason.

The Bureau of Public Works building programme calls for the erection of the new Philippine National Bank building, the Manila Post Office, and an administration building for the University of the Philippines, within the coming year.

NEW ADVERTISEMENTS

"THE FATAL RING"

WITH PEARL WHITE, IN THE PRINCIPAL ROLE,
WILL BE SHOWN EVERY THURSDAY'S MATINEES
AT THE VICTORIA, STARTING TO-DAY.

COME AND SEE THE FIRST TWO EPISODES
THIS AFTER NOON.

G. & R.

NOTICE.

IMPORTS & EXPORTS OFFICE

PUBLIC HOLIDAY.

This Department will be open for all purposes till noon on Monday the 13th October. Licensed Warehouses will be entirely closed on that day.

Hongkong, 8th October, 1919.

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public business on Monday, the 13th instant.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

NOTICE TO SHAREHOLDERS

Championship. Hon. Mr. E.V.D. Parr has kindly given a cup for the runner up.

Junior Championship. The first round in this Competition has been extended to Monday 13th October.

Mixed Foursome Competition. At Fanling on Monday 13th Oct. 18 holes against Bogey—Twice round the First Nine holes of the Relief Course. Couples to arrange their own games.

Post Entries \$2 each couple. Prizes will be provided out of the entrance money.

Conditions of play will be posted at Fanling.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A Beginners' Class will be started on Monday, 13th October at 5.15 p.m. at the New School, junction of Zetland Street and Ice House Street (Masonic Hall Premises).

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Free.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 6th October, 1919.

NOTICE.

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE

is hereby given that an Extraordinary General Meeting of Humphreys Estate and Finance Company, Limited will be held at the Hongkong Hotel on the 10th day of October 1919 at noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

That the new articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the Articles thereof.

Hongkong dated the 26th day of September, 1919.

By order of the Board,

G. RAPP,

Secretary.

Prices on application to

BRADLEY & CO., LTD.

Sole Agents.

The Cowie Harbour Coal Co., Ltd.

DANCING.

PALACE HOTEL, KOWLOON.

The Band of U.S.M.S. Nile will play in above Hotel to-night Thursday 9th October from 7.30 to 11.45 p.m.

Dancing 9 p.m.

Table for dinner can be ordered by Phone K-3.

Dinner \$1.25

Dancing Free

24 Des Voeux Road Central.

24 Des

VESSELS LOADING.

EUROPE, U.S.A., ETC.

| | |
|------------------------------|-------------------|
| Bessie Dollar R. D. | Oct. 10 |
| Nile | C. M. |
| Wakasa M. | N. Y. K. |
| Katori M. | N. Y. K. |
| Manila M. | O.S.K. |
| Eurymedon B. & S. | Oct. 15 |
| Shidzuoka M. | N. Y. K. |
| Prinzessin P. & O. | Oct. 21 |
| Iochium A. L. | Oct. 22 |
| Delagoa M. | N. Y. K. |
| Seattle Spirit A. L. | Oct. 23 |
| Shinyo M. | T. K. K. |
| Celebes M. | O.S.K. |
| E. of Russia C. P.O.S. | Oct. 30 |
| Kago M. | N. Y. K. |
| Toycoka M. | N. Y. K. |
| Wheatland A. L. | Nov. 1 |
| Khiva | P. & O. |
| Suwa M. | N. Y. K. |
| Colombia | P. M. S. |
| Nanking | C. M. S. |
| Seiyu M. | T. K. K. |
| E. of Japan C. P.O.S. | Nov. 5 |
| Van Waerwyck J.C.J. L. | Nov. 13 |
| Africa M. | O.S.K. |
| Persia M. | T. K. K. |
| Hartland A. L. | Nov. 14 |
| Aki M. | N. Y. K. |
| China | C. M. |
| Korea M. | T. K. K. |
| E. of Asia C. P.O.S. | Nov. 27 |
| Siberia M. | T. K. K. |
| Endicott A. L. | Nov. 30 |
| C. of Newcastle B. & S. | Nov. 30 |
| Nishimaha A. L. | Nov. 30 |
| Seattle M. | O.S.K. M. |
| St Albans E. & A. E. of Nov. | |
| Alps M. | O.S.K. E. of Nov. |
| Venezuela P. M. S. | Dec. 2 |
| Nippon M. | T. K. K. |
| Montague A. L. | Dec. 13 |
| Tenyu M. | T. K. K. |
| Monteagle C. P. C. S. | Dec. 18 |
| Grecoqueur A. L. | Dec. 19 |
| Grace Dollar R. S. | 1st half Dec. |

JAPAN, COAST PORTS, ETC.

| | | |
|-------------|-------------|------------|
| Sunning | B. & S. | Oct. 9 |
| Kaijōfō | B. & S. | Oct. 9 |
| Akita M. | N. Y. K. | Oct. 9 |
| Yuenesang | J. M. Co. | Oct. 10 |
| Haitan | D. L. Co. | Oct. 10 |
| Yatshing | J. M. Co. | Oct. 10 |
| Team | B. & S. | Oct. 11 |
| Chaksaeng | J. M. Co. | Oct. 11 |
| Sosha M. | O. S. K. | Oct. 12 |
| Duners | P. & O. | Oct. 12 |
| Pactung | B. & S. | Oct. 13 |
| Amakusa M. | O. S. K. | Oct. 14 |
| Huichow | B. & S. | Oct. 14 |
| Quinnebaug | D. L. Co. | Oct. 14 |
| Iodo M. | O. S. K. | Oct. 14 |
| Nagato M. | N. Y. K. | Oct. 14 |
| Chusan | B. & S. | Oct. 14 |
| Suiyang | B. & S. | Oct. 14 |
| Laihsing | J. M. Co. | Oct. 16 |
| Focksing | J. M. Co. | Oct. 17 |
| Loongsang | J. M. Co. | Oct. 17 |
| Haihong | D. L. Co. | Oct. 17 |
| Aki M. | N. Y. K. | Oct. 18 |
| Gregory A. | P. & O. | Oct. 19 |
| Tibodas | J.C.J. L. | Oct. 19 |
| Tamba M. | N. Y. K. | Oct. 19 |
| Shirnyu M. | N. Y. K. | Oct. 21 |
| Saigon M. | O. S. K. | Oct. 22 |
| Tjikini | J.C.J. L. | Oct. 23 |
| Tenshini M. | N. Y. K. | E. of Oct. |
| Konagawa M. | N. Y. K. E. | of Oct. |
| Shisen M. | O. S. K. | Nov. 1 |
| Tjiliwong | J. C. J. L. | Nov. 2 |
| Tjimanock | J.C.J. L. | Nov. 6 |
| Tango M. | N. Y. K. | Nov. 22 |
| Madras M. | O. S. K. M. | of Nov. |

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Tenchowdow, Neehongdong, Vanyee Street, from Shanghai.
 Hongwoosing, from Amoy.
 Kwongshingcheong, from Takow.
 Kwongwoshing East Des Voeux, from Amoy.
 Tongyacking, from Kobe.
 Kienfung Co., Venyeis Street, from Shanghai.
 Chuzaing, Woosung, West Street, from Shanghai.
 Wedato, from T-kio.
 Ibarashyaku, c/o Japanese Consulate, from Osaka.
 Manyuewing, from Amoy.
 Pakat, from Kobe.
 Abe-kobe, from Kobe.
 Cheungnuig, Pottinger Street, from Shanghai.
 Kusanglee, from Shanghai.
 Nagase, from Osaka.
 Robert Carter, St. Georges Hotel, from Kobe.
 Cheechiang Hoshun, West Street, from Shanghai.
 Fukuwayu, from Kobe.
 Oniec, from Kobe.
 Townsend, from Kobe.
 Chongwah, Tea Club, from Amoy.
 Wongfongvic, Taionchan Hotel, from Chefoo.
 Bungalow, from Yokohama.
 T. KING, Superintendent, Hongkong, Oct. 3, 1919.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO. C. A. Bearwolf, from Paris.
 H. J. Rids, American Consul from San Francisco.
 Lanco, from Bandoeng.
 Nuttall, from San Francisco.
 W. Gamble, c/o Sailors Home, from Singapore.
 D. de H. FARRANT, Superintendent, Hongkong, Oct. 2, 1919.

HOTEL LISTS.

Homewome Home.

Corrected to 3rd October, 1919.

N. Alferiey

D. Abraham

Mr. & Mrs. E. G.

Anderson

J. Barr

W. Butter

H. Buntfield

F. M. Brook

J. M. Brady

Miss C. Brook

Mr. & Mrs. C. A.

Benson

Mr. & Mrs. R. E.

Bergeron

E. R. Boericks

Mrs. E. R. Belilice

Mr. & Mrs. S.

Bianey

A. Bari

Lt. H. Correia

Mrs. S. J. Claye

Mr. & Mrs. J.

H. Coote

T. A. Clancy

F. W. Cox

N. C. Galuzzi

A. J. Gilman

H. R. Hobwell

Lt. W. R. Fraser

J. Furey

R. G. Gain

J. G. Gardner

W. H. Hutchison

A. J. Hibert

D. J. R. Fry

A. C. Thomas

H. H. The Begum

Lt. W. R. Fraser

Miss Froberg

L. W. R. Fraser

J. F. G. Gain

P. D. G. Gain

J. G. Gardner

W. H. Hutchison

A. J. Hibert

R. B. Howell

H. Holgersen

Mrs. K. Euanson

H. E. Easton

J. L. R. Fry

V. Stevenson

G. Harper

A. Shelton Hooper

Capt. T. Underwood

Thos. Vint

Capt. T. P. Hall

G. Harper

Master Whitmore

Capt. & Mrs. R.

Innes

C. B. Judd

Mrs. F. E. Johnson

F. W. Withington

Dr. S. B. Wakefield

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R. Kewley

Mr. & Mrs. N.

C. Winter

R. Karanjia

H. Kulu

C. A. L. Williams

PEAK HOTEL

Corrected to 5th October, 1919.

Mrs. Russell

H. du F. Hutchison

Almond

J. D. Lloyd

Breakspeare

Mr. & Mrs. 1.

C. Bull

Rev. R. A.

F. R. J. Adams

C. B. Bird

H. P. Beckett

Mr. & Mrs. D.

K. Blair

Major F. J.

Bowen

I. A. Laing

Miss Pitman

A. At Claxton

P. H. Cobb

Lt. Col. E. G.

Thursby

Col.

Miss Phillips

Mrs. Cormack

R. C. Dixson

Capt. & Mrs.

G. A. Ram

Davies

L. J. Davies

G. H. Driftt

Mr. & Mrs. John

I. Grant Smith

Mrs. Eaton

Major V. J.

Scantlebury

Easer

A. Findlay Smith

Rev. & Mrs. W.

Major Leslie

Stone

J. Fletcher

A. D. Galloway

Major Gen. F.

Major D. L.

Ventris

Harding

Major Wakeman

Mrs. & Miss P. D. Wilson

HONGKONG STORM SIGNAL CODE. (LOCAL).

Introduced on 1st JULY, 1917.

DAY SIGNALS.

| SIGNAL SYMBOL | MEANING |
|---------------|---|
| ▲ (RED) | A typhoon exists which may possibly cause a gale at Hongkong within 24 hours. |
| ▲ | Gale expected from the North (N.W. to N.E.) |
| ▼ | South (S.E. to S.W.) |
| ■ | East (N.E. to S.E.) |
| □ | West (N.W. to S.W.) |
| ● | Gale expected to increase. |
| ○ | Wind of typhoon force expected (any direction). |

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is given after a black signal it is called a "change" in the track of the signal, and that another black signal may possibly be sounded later.

Signal No. 7 will be accompanied by a single short, sharp, explosive boom, fired at intervals of 10 seconds at the Harbour Office.

The signal will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the top of the storm signal mast on Blackhead Hill, Harbour Office, and also at the Harbour Office, Kowloon, the mast on the premises of the Harbours and Kowloon Wharf and Godown Company at Kowloon, the mast on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, and the flagstaff near the Field Officer's Quarters at Lyman'sberg Oil Company at Lei-chi-kok, and the flagstaff near the Field Officer's Quarters at Lyman'sberg.

NIGHT SIGNALS. (Lamps.)

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|-------|-------|-------|-------|-------|-----|
| WHITE | WHITE | GREEN | GREEN | WHITE | GREEN | RED |
| WHITE | WHITE | GREEN | WHITE | GREEN | GREEN | RED |
| WHITE | GREEN | WHITE | WHITE | GREEN | GREEN | RED |
| WHITE | WHITE | WHITE | WHITE | GREEN | GREEN | RED |

The Night Signals will be displayed at the top of the storm signal mast on Blackhead Hill, Harbour Office, and also at the Harbour Office, Kowloon, the mast on the premises of the Harbours and Kowloon Wharf and Godown Company at Kowloon, the mast on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, and the flagstaff near the Field Officer's Quarters at Lyman'sberg Oil Company at Lei-chi-kok, and the flagstaff near the Field Officer's Quarters at Lyman'sberg.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbour Office will be as follows:

GAP ROAD
WAGLAN
STANLEY
ABERDEEN

SAI KUNG
SHAT TAU KOK
TAI PO

In safety the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

HONGKONG STORM SIGNAL CODE. (NON-LOCAL).

Introduced on 1st JULY, 1917.

The Signals are made by means of ten symbols representing the ten numbers—



They are displayed at the yard arm of the Storm Signal mast on Blackhead Hill, and remain until an order to change them is received from the Observatory.

The following information is given:

(a) Position of centre; by 4 symbols at one yard arm.

(b) Direction of motion and velocity of centre; and the time; by 3 symbols.

(c) The reason therefore for the direction in which the centre is moving.

(d) The velocity of the centre.

(e) The time at which the centre is moving.

And so on for the remaining groups.

For collecting agricultural and garden produce the motor vehicle is incomparably better than the vaunted system of light railways. It goes to the farmer's gate, and only goes when it is wanted. Agricultural requirements are largely seasonal.

We want special trunk motor roads for fast traffic throughout the country. These will come.

Two important schemes radiating from London have long been under consideration, and the only thing likely to block them is railway opposition.

Why are our railways doomed?

In the first place, because they are no longer a business proposition. They do not pay, and are never likely to pay again.

The story of our railways is one long narrative of gross stupidity and lack of vision.

Their very conception was absurd and had none of the originality of the aeroplane. The minds of the men who made them were dominated by thoughts of the horse and carriage, and railways have never got far from that ideal.

One man with an ordered mind, named Thomas Gray, urged the nation to plan its railway routes on a systematic basis. He was scoffed at, and died in despair.

We had instead the railway mania of 1845, which gave us the present jumbled and formless system, and also led to immensely wasted expenditure. Of the present railway capital, ninety million pounds represents money spent on lawyers and experts at parliamentary inquiries.

To-day the country groans under railway oppression and exaction. Fares are becoming prohibitive, accommodation is exasperatingly inadequate, and the service is worse than ever.

When all possible blame has been thrown on the war, the first remains that most of these conditions would have arisen by now if the war had never been waged.

A business, whether public or private, can only expect to exist so long as it shows a profit. In the case of a great undertaking like the railways, the Government have no right to make up a huge deficit out of taxation.

The railways have ceased to pay, not because they are badly managed, but chiefly because high wages and the excessive cost of fuel cause them to be run at a loss.

There is no likelihood that these conditions will be changed.

Sir Eric Geddes has admitted that under the most hopeful circumstances, and after unification and other reforms, it will take a good many years to effect a saving of twenty million pounds.

At the rate the railway men are talking, he will never save a penny.

If the nation bought up this dying rail partially obsolete business, what would be the result?

The development of every other form of transport would be thwarted. Rail traction, the great hope of the future, would be checked by regulations and perhaps taxed out of existence. The millions required for developing our road system and our air transport would be diverted to bolstering up the railways.

Already it is claimed that the railway interests should have the right to stop the opening of new

ARE RAILWAYS BECOMING OBSOLETE?**THE DAWN OF A REVOLUTION.**

Writing in the *Sunday Pictorial*, Mr. John Albion says—

"We have gone railway mad," said Mr. Ben Tillett the other day. I entirely agreed with Mr. Tillett, but I go a good deal farther.

My belief is that within two decades railways in this country will to a great extent be obsolete, unless we are foolish enough to buy them and put back the clock of progress. *Nationalisation* means stagnation.

Nearly three hundred years ago the colliers in the North Country devised a method of running their heavy horse-drawn coal carts on wooden rails. From that simple expedient came eventually the steel rails which have spanned the world.

Railways have transformed the face of the globe. They have opened up new continents and developed industries to an extent almost unimaginable. The locomotive has been a great civilising agency.

The time has now come when railways, instead of being the servants of mankind, are changing into our tyrants. Humanity is being bound hand and foot to a pair of rails.

I know at least one nation which is already enslaved by its railways. The people, urban and rural but more especially rural, are held in thrall by the groups which control these shining steel fettters. The thralldom is not very visible, but it is there, and the people know it.

Before us lie the open road, the free air, and the unchanging sea. The railways cannot control air traffic, though they would like to do so. In this country they are already seeking to block our roads and to hinder sea transport.

Our coasting steamer trade once a great source of national prosperity and cheapness, is being killed by the railways. Even china clay from Cornwall, formerly carried by coasting steamer and canal all the way to the Potteries, must now be transported by rail.

Efforts are being made to impose upon us the permanent dominion of the permanent way, at the very moment when we have a chance of recovering freedom and flexibility of movement through motor transport. The struggle will assuredly go against the railways in the long run. Past experience teaches an unanswerable lesson.

The first few railways in England for the carriage of passengers and merchandise were equipped with horse-drawn vehicles. They came into existence just after the "canal mania" had reached its height. The canal interests bitterly opposed the new method of transport, but were beaten.

The steam locomotive appeared when stage-coaches were still the principal means of conveyance. The coaching interests laughed at the locomotive and continued the construction of new roads.

They did not see the handwriting on the wall, any more than the railways do to-day.

TRUE ERA OF CHEAP TRAVEL.

The partial doom of the railways was sealed by the discovery of the internal combustion engine, which has also made possible the conquest of the air. We are on the eve of another transformation of transport which will once more alter the aspect of the land.

I believe the future lies with road motor transport and with special motor roads for fast traffic. The electrification of the railways will not save them, because in the new era the first consideration will be *free movement*.

Take cheap travel. The time is coming when motor bicycles and sidecar will cost no more than £40, and the day of the £100 light car is not very distant.

When most working men own some form of motor transport, as so many do in America, the present tax on petrol will not long be tolerated. Then the true era of cheap travel will be at hand;

Consider next the expansion of our great cities. We want to get people out of the slums into regions of green fields and pure air. Motor traction offers the only possible solution, and the shorter working day overcomes the difficulty of the journeys in winter.

I look for the time when all our big cities will cover at least four times their present area, and when there will be an exodus each evening of a magnitude and to a distance still unimagined of.

Railways will never do it. People want to *carry* to their *very door*.

In this respect the motor omnibus is bound to defeat the

LECTURES BY EX-KAISER.**DRAMA AND PATRIOTISM.****LORD BURNHAM ON BRITISH AMATEURISHNESS.**

Stratford-on-Avon, Aug. 20.—M. Fernand Bourget, Secrétaire du Conservatoire de Musique et de Declamation, was unable to make the journey from Paris to Stratford-on-Avon for the British Drama League Conference, and the French School of Acting was represented by M. de Marsillac, London editor of *Le Journal*, and M. de Marstrau. The delegates were welcomed on the Memorial stage after the performance of *A Midsummer Night's Dream*, and at the conference they were officially greeted by Lord Burnham.

M. de Marsillac said that he wished to give them a message of good will and friendship from France. The hope had been expressed that now that the war was over international relations would start again, and that on the Memorial stage, which was for practically all the peoples of the world, would come representatives from every country, including those of our enemy of yesterday. As a Frenchman he felt confident in agreeing with that, but he trusted that France and England would get to know more of each other. "Many of you," he said, "are chiefly your men, knew our country in the tragic circumstances of the last few years. You came to our aid when we, with flesh and blood opposed to the German war machine, were beginning to yield. You helped us to save our country from the invader, and we love you for it."

Lord Burnham said that in no country had the drama so much to do with intellectual achievement as in France, and he fancied that French patriotism owed a good deal of its glorious texture to the constant reinforcement and stimulation of the French drama. There had always been two schools of thought in regard to the drama, but there were no two schools of thought as to the tremendous importance that the drama was playing in the immediate future. There were no two schools of thought as to the disadvantage and the handicap from which the drama had suffered from the incurable amateurishness of the British mind. There was no difference of opinion that a good training must be training both of the school and of the workshop—to use industrial phraseology. There had always been a great difference between the classical and romantic school. The French tradition was above all classical. He urged the great need of the mutual exchange of French and English actors in order to facilitate a better and more thorough understanding of their national aspirations.

Lord Burnham was made vice-president of the Drama League. A fraternal greeting was received from the Secretary of the Anglo-French Society, who wrote that the Shakespeare Memorial would always be dear to those who worked for the Entente.

Lord Burnham was made vice-president of the Drama League. A fraternal greeting was received from the Secretary of the Anglo-French Society, who wrote that the Shakespeare Memorial would always be dear to those who worked for the Entente.

On the threshold of the new age, the country ought never to be saddled with the purchase of this antiquated and moribund method of progression.

The big trunk railway routes should be maintained for heavy goods traffic and for the handling of perishable food. The minor lines and the branch routes should be left to stand or fall on the basis of public competition. What the railways want is to eliminate competition.

We must turn to the fresh ideas

and new lines of thought which are spreading throughout the world.

There are other fuels besides coal, other means of transportation besides stage-coaches on rails. The development of motor traction in the last ten years has incomparably surpassed the early growth of railways.

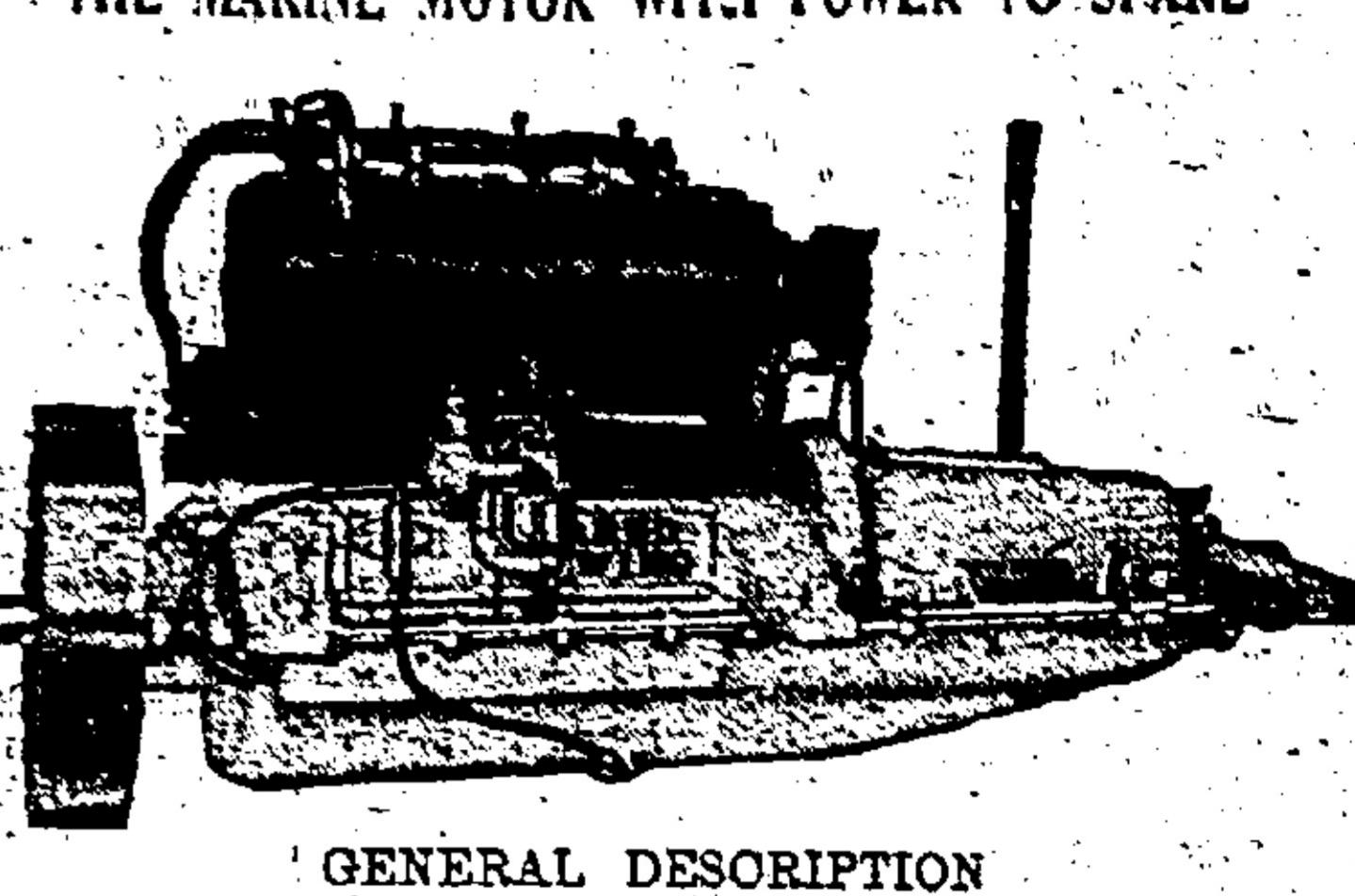
A single scientific discovery may at any time, make motor traction supreme. Resilient roads, a new source of power-energy, some novel and simple type of engine, may effect changes still beyond the range of common thought.

The new generation seeks emancipation. It refuses to travel in grooves. It declines to be tied for ever to rails. It repudiates the costly and insolent claims of coal and of railway locomotion, and the demand of these expiring industries to control the destinies of our country.

As for endowing them at the national expense, I advise any Government to put the issue to the vote, and see what the answer would be.

NOTICES.**RED WING THOROBRED**

THE MARINE MOTOR WITH POWER TO SPARE

**GENERAL DESCRIPTION**

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such features as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

SHEWAN TOMES & CO.**MOTOR DEPARTMENT.**

Garage No 7 Russell St.

Phone 659.

WISEMAN, LTD.**DINNER DANCE**

ON

Saturday, 11th October 1919.

D

NOTICES.

YOUR TELEPHONE!

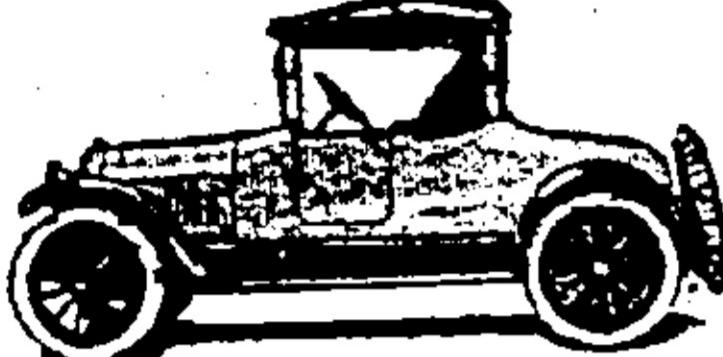
THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE: HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES—

WHEN CALLING, SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

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A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially solicited.

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FIRST CLASS DUTCH CIGARS

Apply for quotations and samples sole importers

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WATCHMAKER AND JEWELLER.

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MOTOR SPIRIT
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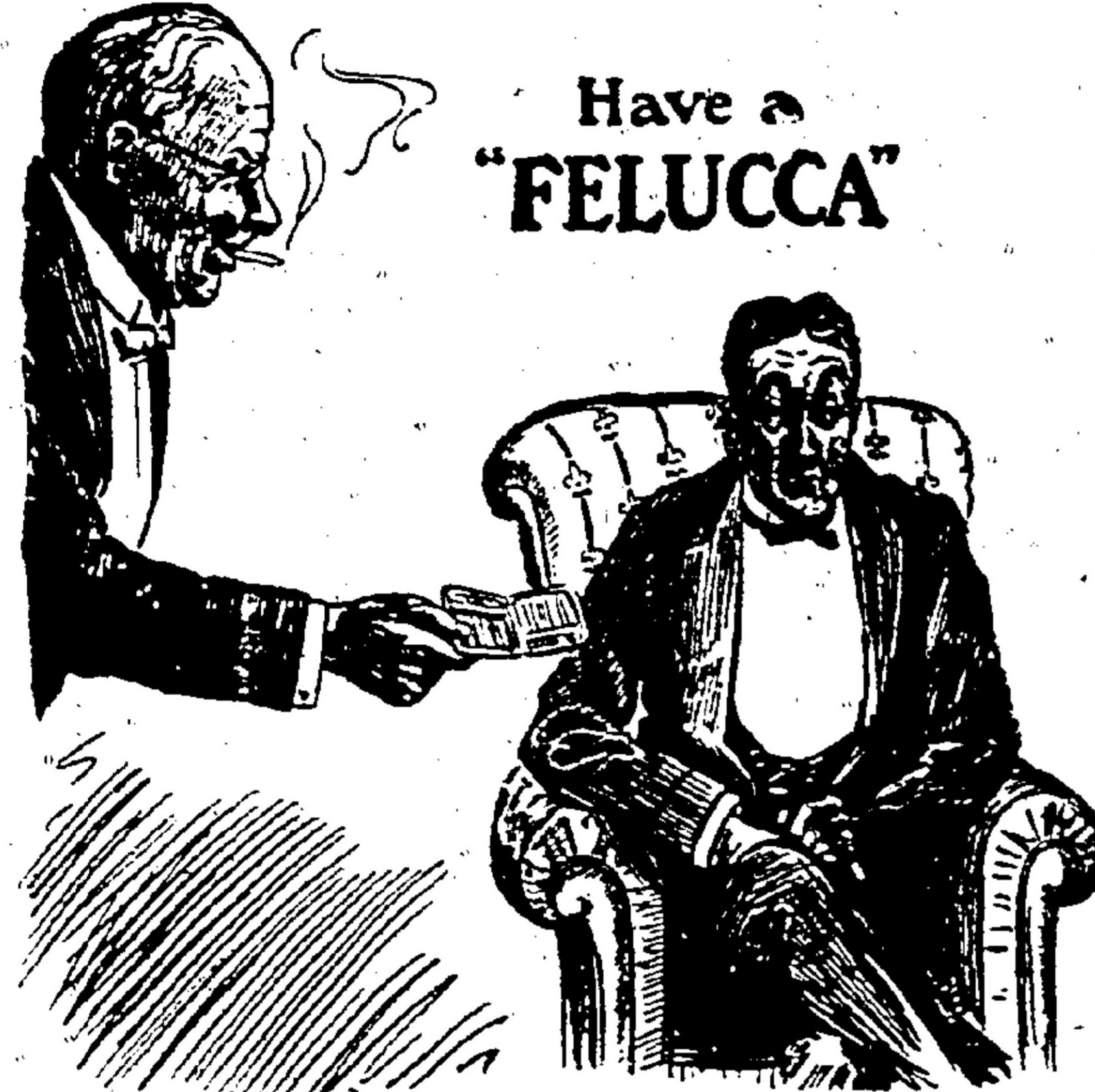
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NOTICE

NOTICES:

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OLD MAN!

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SHIPPING.

VESSELS ARRIVED.

The s.s. PAOTING, (Capt. Ritchie) arrived from Hongkong this morning with 2,000 tons of coal for Hongkong.—Mooring, B 32.

The s.s. TEAN, (Capt. Scott) arrived from Tsingtao via Swatow yesterday with 290 tons of general cargo, 10 European passengers & 97 bags of mails.—Mooring, C 36.

The s.s. BATAVIA, (Capt. Leprete) arrived from Shanghai yesterday with 1,491 tons of general cargo & 1 European passenger.—Mooring, A 23.

The s.s. KATSURA MARU, (Capt. Yamamoto) arrived from Batavia yesterday with 1,848 tons of sugar for Hongkong.—Mooring, No. 39 buoy.

CLEARANCES.

The s.s. KASHIMA MARU, (Capt. Saito) sailed for Whampoa at 6 a.m. to-day with a cargo of coal.

The s.s. TAKENO MARU, (Capt. Ogawa) sailed for Keelung this morning. She takes no cargo.

The s.s. MURETO, (Capt. Takeno) sailed for Tokuyama at 6 p.m. yesterday with a cargo of coal.

The s.s. SUNNING, (Capt. Benson) sailed for Shanghai at noon to-day with 1,000 tons of general cargo & 6 European passengers.

The s.s. PAOTING, (Capt. Ritchie) sails for Canton at 5.30 p.m. to-day with a cargo of coal.

The s.s. KUNGHONG, (Capt. Chanchai) arrived from Shantou yesterday with 25 tons of general cargo & one bag of mails.—Mooring, Kwong Wing Wharf.

The s.s. MOHON, (Capt. Leichovetsky) arrived from Saigon yesterday with 1,000 tons of salt for Hongkong. At anchor.

The s.s. NAM KAM, (Capt. Thirivel) sails for Hongkong at 8 a.m. to-morrow with 50 tons of general cargo.

POST OFFICE.

INWARD MAIRS.

Japan & U.S.A.—Per MANILA MARU, 9th Oct.
Shanghai—Per SUIYANG, 10th Oct.
Europe via Negapatam—Per STENTOR, 11th Oct.
Manila—Per NAGATA MARU, 11th Oct.
Manila and Australia—Per ST. ALBANS, 13th Oct.
Straits—Per SHINYO MARU, 14th Oct.
Manila and Australia—Per AKI MARU, 17th Oct.
Straits—Per TOTOMI MARU, 17th Oct.
Straits—Per TAMBA MARU, 18th Oct.

OUTWARD MAIRS.

TO-MORROW.
Macao—Per SUIAN, 10th Oct., 8.30 a.m.
Hoioh & Straits—Per CHANG CHOW, 10th Oct., 9 a.m.
For Bayard, Hoioh & Haiphong—Per HANOI, 10th Oct., 9 a.m.
Haiphong—BATAVIA, 10th Oct., 11 a.m.
Formosa via Keelung—Per KATSURA MARU, 10th Oct., noon.
Swatow, Amoy and Foochow—Per HAITAN, 10th Oct., 1 p.m.
Philippines Islands—Per YUEN-SANG, 10th Oct., 2 p.m.
Japan via Kobo—Per YAT-SHING, 10th Oct., 4 p.m.
Macao—Per CHUN CHOW, 10th Oct., 4.30 p.m.

SATURDAY, 11TH OCTOBER.

Formosa via Takao—Per SHI-SEN M., 11th Oct., 9 a.m.
Strait, Bangkok and Calcutta—Per CHAKSANG, 11th Oct., 10 a.m.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per NILIE, 11th Oct., Reg. 9.45 a.m. Letters 10.30 a.m.

METEOROLOGICAL.

Previous Day On Date On Data
at p.m. at a.m. at p.m.
Barometer 29.90 29.92 29.90
Temperature 81 76 80
Humidity 54 71 63
Wind Direction ESE N.E. E
Force 3 3 3
Weather 0.00 0.00 0.00
Rain 0 0 0
Highest open air Temperature on the 8th 82
C. 82 F. 82
H.M. Observatory Oct. 8 1919
T. V. CLAXTON, Director.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

| | | |
|--------------------------------|-------------|-------|
| Banks. | | \$670 |
| Marine Insurances. | | |
| Cantons b. | 440 | |
| North Chinas b. | 220 | |
| Unions s. | 215 | |
| Yangtzea n. | 270 | |
| Far Easterns b. | 23 | |
| Fire Insurances. | | |
| China Fires b. | 138 | |
| H. K. Fires b. | 345 | |
| Shipping. | | |
| Douglasas b. | 82 | |
| Steamboats b. | 243 | |
| Indos (Pref.) b. | 32 | |
| Indos (Def.) b. | 195 | |
| Shells b. | 185 | |
| Ferries b. | 34 | |
| Refineries. | | |
| Sugars n. | 177 | |
| Maltboms n. | 46 | |
| Mining. | | |
| Kailans b. | 75 | |
| Langkats b. | 194 | |
| Shanghai Loans b. | 194 | |
| Shai Explorations b. | 2.10 | |
| Raubs b. | 38/9 | |
| Tronohs b. | 476 | |
| Ural Caspians n. | 91/4 | |
| Docks, Wharves, Godowns, &c. | | |
| H.K. Wharves sa. | 112 | |
| K. Docks s. | 177 ex div. | |
| Shai Docks b. | 121 | |
| N. Engineeringa n. | 829 | |
| Lands, Hotels & Buildings. | | |
| Centrals n. | 1093/4 | |
| H.K. Hotels n. | 120 | |
| L. Invest. sa. | 120 | |
| H'phreys Est. n. | 91/4 | |
| K'loon Lands n. | 46 | |
| L. Reclamations n. | 175 | |
| West Points n. | 90 | |
| Cotton Mills. | | |
| Ewos b. | 375 | |
| Kung Yiks b. | 34 | |
| Lau Kung Mows n. | 250 | |
| Orientals n. | 120 | |
| Shai Cottons b. | 250 | |
| Yangtszeopos b. | 171/4 | |
| Miscellaneous. | | |
| Cements n. | 71/4 | |
| China Borsons n. | 123 | |
| Do. Light b. old 71/2 new 51/4 | | |
| China Providents s. | 81/4 | |
| Dairy Farms s. | 271/2 | |
| Electrics H. K. s. | 84 | |
| Electrics Macao n. | 34 | |
| Hongkong Ropes b. | 291/2 | |
| Hk. Tramways s. | 81/4 | |
| Peak Trams, old s. | 7 | |
| Do. new n. | 80 cts. | |
| Steam Laundries b. | 31/4 | |
| Steel Foundries b. | 10 | |
| Water-boats s. | 151/2 | |
| Watsons b. | 6.10 | |
| Wm. Powells b. | 12 | |
| Wisemans b. | 29 | |

Hongkong, Oct. 9, 1919.

WEATHER REPORT.

October 9d. 12h. 10m.—No returns from Vladivostok, Japan or Formosa. Pressure has increased slightly over N.E. China, and decreased slightly in Indo-China and Luozan.

"h" anticyclone is central near Shanghai.

A depression is shown to the east of Luozan.

Fresh monsoon may be expected along the south east coast of China and off the N. China Seas.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 7032 inches against an average of 7808 inches.

PREDICTION FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast

1 Hongkong to Gap Rock. N.E. winds fresh fair.

3 Formosa Channel. N.E. winds strong.

3 South coast of China between H.K. and Lamock as No. 1.

4 South coast of China between H.K. and Hainan as No. 1.

T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 9, 1919.

NOTICE.



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OF
"THE LIGHTNING RAIDER"
AND
ANOTHER HILARIOUS LLOYD COMIC.

TO-DAY'S MATINEE.
DAUNTLESS PEARL WHITE IN
"THE FATAL RING"
EPISODES 1 & 2.

THE CORONET

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